

Indiana Department of Transportation

INDOT

Funding Opportunities



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Sources of funding

Local communities and public agencies face a variety of capital program improvement needs.

By statute, INDOT shares gas tax revenue distributed out of the

- State Motor Vehicle Highway Fund (MVHF)
- Local Road and Street Fund (LRSF) with local communities.



INDOT Districts & Sub-Districts

INDOT is divided into six districts

These districts are further divided by subdistricts and units.



<http://dotmaps.indot.in.gov/apps/districtmaps/default.asp>

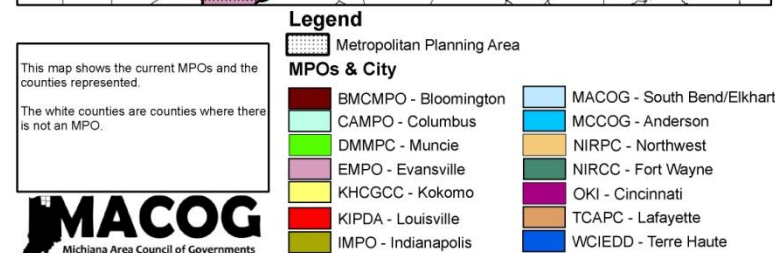
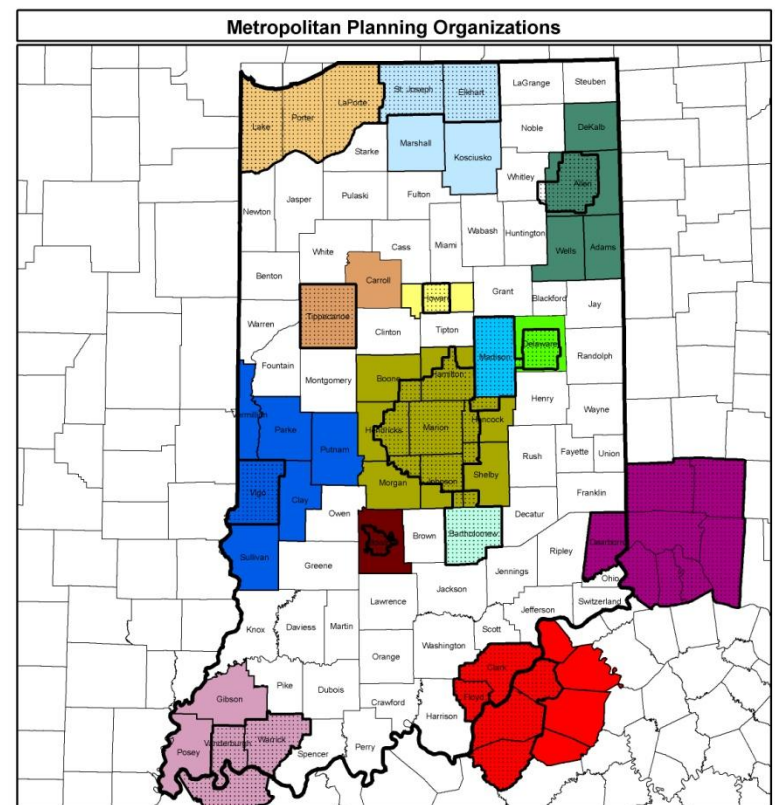


INDIANA METROPOLITAN PLANNING ORGANIZATIONS (MPOs)

All LPA's (Local Public Agencies) within an MPO must apply for any INDOT funding through their MPO.

Please find your MPO contact information at:

(www.indianampo.com)



Funding Guidelines

INDOT's requirements to apply for financial assistance are:

- Each LPA must have an Employee of Responsible Charge
- Check the Local Technical Assistance (LTAP) website for training dates and times.

<http://rebar.ecn.purdue.edu/LTAP/Training/EventCalendar.aspx>

- LPA require a 20 percent local match.
- The program is a reimbursement program.



Funding Guidelines Cont'd

- The programs are reimbursement programs that follow rules established for federal and state highway programs. It is one in which prior ***approved*** expenses are reimbursed.
- When a project is selected, a "***fixed***" or "***capped***" amount is ***reserved for that project.***



Local Public Agencies (LPA)

■ Group III Program

- Cities and Towns with a population between 5,000 and 50,000
- Not inside the urbanized area
- Maximum Award
 - \$3,000,000 or total available in the respective district, whichever's less

■ Group IV Program

- Cities and Towns with a population less than 5,000.
- Not inside the urbanized area
- Maximum Award
 - \$3,000,000 or the total available in the respective district, whichever's less



Group III and Group IV Eligible Projects

Road and bridge projects that are “on-system” that are in the jurisdiction of an eligible county, city or town. (INDOT’s roads and streets are not eligible)

On System refers to:

1. All arterials (rural or urban);
2. All urban collectors;
3. All rural major collectors;

Off System refers to:

1. All rural minor collectors
2. All local roads (rural or urban)

Preventative Maintenance projects are not eligible for funding.



Local Bridge Program

- Eligible applicants are those owners, (generally counties) of any public bridge which is located outside the urbanized areas of any MPO
- Applicants must be in compliance with the National Bridge Inspection Standards and the bridge must be on the Federal Highway Administration (FHWA) List of Eligible Bridges
- Maximum Award is
\$3,000,000 or the total available in the district, whichever is less
- Eligible Activities
Bridge Replacement*, Bridge Rehabilitation **, Bridge Removal, and Replacement of Low Water Crossings.

*Sufficiency Rating of 50 or below and listed on FHWA List of Eligible Bridges.

(Removal of Bridge is an eligible expense)

**Sufficiency rating of 80 or below and listed on FHWA List of Eligible Bridges



Transportation Enhancement (TE)

- Transportation enhancements (TE) are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the Nation's multi-modal transportation system.
- Maintenance, operations, & staffing costs are not eligible for TE funding.



TE Eligibility

- All projects must be submitted by a state agency or city, county or town
- The application must be submitted by the ERC of the LPA.
- In all rural areas, the highest local elected official having jurisdiction and responsibility for project implementation must approve projects.
- The highest local elected official of each jurisdiction must approve multi-jurisdictional projects.
- State agencies can also propose and develop their own enhancement projects.



TE Eligible Projects

The following is a list of activities and facilities eligible for funding under the Transportation Enhancement (TE) Program.

1. Provision of facilities for pedestrians and bicycles
2. Acquisition of scenic easements and scenic or historic sites
3. *Scenic or historic highway programs (including provision of tourist and welcome center facilities)*
4. Landscaping and other scenic beautification
5. Historic preservation
6. Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)



TE Eligible Projects Cont'd

7. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bike pathways)
8. Control and removal of outdoor advertising
9. Archaeological planning and research
10. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
11. Provision of safety and educational activities for pedestrians and bicyclists
12. Establishment of Transportation Museums



TE Contact Information

Questions regarding the Transportation Enhancement Program should be directed to:

Mike Cales
Indiana Department of Transportation
Program Director
mcales@indot.in.gov



Highway Safety Improvement Program (HSIP)

There are six general requirements guiding HSIP project eligibility

1. Addresses State Strategic Highway Safety Plan (SHSP)
2. Needs Analysis
3. Financial Analysis
4. Maintenance of HSIP Installations
5. Post Construction Safety Evaluation
6. Cover letter



HSIP continued

- The Highway Safety Advisory Committee (HSAC) will be the final authorization body for determination of eligibility of all local safety program project funding.
- This program requires a 10% match

Questions regarding the HSIP program should be directed to

Mike Holowaty
Indiana Department of Transportation
Safety Programs Manager
MHLOWATY@indot.IN.gov



Questions??

